

**MASERATI****Defect Information Report**

Maserati S.p.A. has determined that a defect that relates to motor vehicle safety exists in all model year 2005 to 2008 Maserati Quattroporte, all model year 2008 Granturismo, and model year 2008 Alfa Romeo 8C vehicles up to June 2008 production. Maserati North America, Inc. (MNA) is providing this notification to your office in accordance with **49 C.F.R. Part 573**.

Maserati S.p.A. and MNA has determined that the above described vehicles, were potentially manufactured with insufficient anti-corrosion material on the rear driver's side and rear passenger side tie-rod assemblies which can lead to galvanic corrosion occurring onto the tie-rods threaded portions. The anti-corrosion material which is applied to the steel tie-rod assembly, is comprised of a zinc-nickel compound coating which is applied directly onto the tie-rod assemblies during its production. Corroded threaded portion ends will become weak over time, lose their attaching and clamping capability, and through continued vehicle use and varied road conditions, can lead to a noisy rear suspension and can eventually fail resulting in a loss of vehicle control, and increasing the risk of a crash.

As noted below, a total of **7438** vehicles have been sold or leased to customers, and thus this notification relates only to those vehicles.

The information, to the extent currently available to MNA –follows:

1. **Manufacturer's Name and Address.**

Maserati North America, Inc.
250 Sylvan Avenue
Englewood Cliffs, N.J. 0763

2. **Identification of Vehicles Potentially Containing the.**

The affected vehicles consist of certain Maserati 2005 to 2008 model year Quattroporte, 2008 Granturismo, and 2008 Alfa Romeo 8C vehicles (up to June 2008 production). Please refer to the attached VIN/Assembly and Production Date Chart for specific information.

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3. Total Number of Vehicles.

The total population of 2005 to 2008 model year Maserati Quattroporte, Granturismo, and 2008 Alfa Romeo vehicles potentially in the affected VIN range is **7438** that have been sold or leased to customers.

4. Approximate percentage of vehicles Estimated to Contain the Defect.

Potentially 100% all units within the affected VIN range may contain the defect.

5. Description of the Defect.

The defect has been identified as insufficiently applied zinc-nickel anti-corrosion compound material to the steel rear driver's rear passenger tie-rod threaded ends. This will lead to corrosion, reduced attaching and clamping capability, and may eventually fail resulting in loss of vehicle control and increase the risk of a crash.

6. Chronology of Events leading to this Defect Determination.

Maserati S.p.A. received notification from field reports and warranty claims paid for rear suspension tie-rod repairs for corrosion of which MNA received 5 claims. Maserati S.p.A. investigated these claims by looking into the cause of these failures. Maserati S.p.A and the tie-rod supplier noticed that some of the tie-rods showed corrosion at the threaded portion end of the tie-rod. Since these are older vehicles (5-8 years old), it was deemed possible that an outside influence may have affected the tie-rod ends, causing it to corrode. For example, it is possible, that when tires on the car are changed (from summer to winter tires and back again), that the fastener to the tie-rods, when loosened and then re-tightened, can gradually wear out the corrosion resistant material on the threaded portion of the tie-rods. If this occurs, galvanic corrosion may occur (especially in the salt atmospheric areas or where salt or salt compounds are used on the roadway) once the zinc-nickel coating has been worn away. A series of material component analysis and inspections were conducted which subsequently discovered and confirmed the failure to a potential batch of components. Maserati S.p.A and MNA has not received any reports nor is it aware of any accidents or personal injuries related to this issue. However, through an over abundance of caution, Maserati S.p.A has instituted this voluntary recall to remedy the affected vehicles.

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7. Test Results and other information.

The material analysis used a continuous salt spray applied onto the tie rod and confirmed the corrosion potential.

8. Description of Proposed Remedy.

The remedy for the affected vehicles involves the replacement of the rear left-hand and right-hand tie rod assemblies and performing a wheel alignment. The remedy procedure will require 3.40 hours to complete on Maserati models, and 3.60 hours on Alfa Romeo models, and will be performed free of charge to the vehicle owner.

MNA anticipates that an adequate inventory of replacement rear driver's and rear passenger tie rod kits will be available in approximately 30 days. All customers for whom this remedy is required, and our dealers, will receive notification of the remedy campaign. MNA intends to send customer notification letters to each owner of an affected vehicle by mail to inform the customer of the problem, and advise the customer to contact their local authorized Maserati Dealer to schedule an appointment to repair the affected vehicle.

Pursuant to 49 C.F.R. §§ 573.6(c) (8), 573.13(c), and 577.11, the owner notification letter will inform owners that they may be eligible to receive reimbursement for the cost of obtaining a pre-notification remedy of a problem associated with this defect. Specifically, as required by 49 C.F.R. § 577.11(d), the notification letter will inform owners that they may be entitled to reimbursement for any out-of-pocket costs that they incurred for the repair or replacement of the rear left-hand and right-hand tie rod assemblies during the following period: *from* any time before the date of this notification to NHTSA pursuant to 49 C.F.R. § 573.6, *to* up to ten days after the date on which the last of the owner notifications pursuant to 49 C.F.R. Part 577 is mailed.

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In addition, owners will be instructed to submit to “Maserati North America, Inc., 250 Sylvan Avenue, Englewood Cliffs, New Jersey 07632 Attention: After Sales Department” documentation that provides; **(a)** the name and address of the claimant; **(b)** identification of their vehicle’s make, model, model year, and vehicle identification number; **(c)** identification of the recall by reference to NHTSA’s recall number or the recall number assigned by Maserati; **(d)** identification of the owner or purchaser of the vehicle at the time that the pre-notification remedy was obtained; **(e)** a receipt, which may be an original or copy, for the pre-notification remedy, identifying the equipment replaced; and **(f)**, if the pre-notification remedy was obtained at a time when the vehicle was covered under the original warranty program, documentation indicating that the manufacturer’s dealer or authorized facility either refused to remedy the problem addressed by the recall under the warranty or that the warranty repair did not correct the problem addressed by the recall.

Under the reimbursement plan, reimbursement shall not be provided for repairs made within the period during which the original warranty would have provided for a free repair of the problem addressed by this recall, unless; **(i)** a franchised dealer or authorized representative of Maserati denied warranty coverage or **(ii)** the repair made under the warranty did not remedy the problem. Reimbursement also will not be provided if the pre-notification remedy was not of the same type as the recall remedy provided herein, did not address the defect that led to this recall, or was not reasonably necessary to correct the defect.

Campaign Schedule and Draft Notices.

MNA expects to begin customer notification within 30 days as well as additional dealer materials including a draft copy of the recall campaign instruction bulletin. MNA has assigned this campaign an internal Maserati number of **205**.

9. Not applicable.

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10. Representative Copies of Notifications that Relate to the Defect and Have Been Sent to More than One Manufacturer, Distributor, Dealer, or Purchaser.

There are no notices, bulletins or other communications that relate directly to the defect and have been sent by MNA to more than one manufacturer, distributor, dealer, or purchaser.

Should you have questions concerning this submission, please contact me at your earliest convenience at 201-816-2638.

Sincerely,

A handwritten signature in cursive script that reads "Daniel E. Doku".

Daniel Doku
Manager, Certification & Compliance
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